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mining the progress of nations and the advance of civilization. On the contrary, say his critics, it is environment, that is, favorable economic and social conditions and education, which causes the development of peoples.

Europe is composed, according to the author, of three old races, Nordic, the long-headed, tall, blonde Teutonic type, found in the North of Europe; the darker Alpine, in the center; and the Mediterranean, also dark, found in the South. The Nordic is the racial aristocrat, and is responsible for most of the progress in Europe and in the lands colonized by Europe, such as the United States. Most of the Great Powers of Europe have a population composed of at least two of these races; France is made up, in nearly equal parts, of all three. But in every case, it is the Nordic element which has taken the lead in government, war, and education. The sad fact—tragically sad, if Grant's thesis is correct—is that the Nordic element is being overborne by the plebeian Alpine stock. In Germany, it was the Thirty Years War which destroyed the Nordic leaders throughout many of the German States; in the United States the Alpine and Mediterranean stocks, by a higher birthrate, and by immigration, are swamping the old American type, which is Nordic. For this calamity, the author points out, democracy is no cure.

G. H. B.

E. H. Harriman's Far Eastern Plans. By GEORGE KENNAN.
New York: The Country Life Press. 1917. 48 p.

A valuable contribution to our knowledge of American financial plans in the Far East. As early as 1905 Mr. Harriman travelled to Japan with the idea of establishing "a round-the-world transportation line, under unified American control. . . . His plan was, first, to secure control of the South Manchurian Railway, which Japan, through the fortunes of war, had just acquired from Russia . . . he intended to buy the Chinese Eastern, which he thought the Russians, having lost Port Arthur, would gladly sell, and then acquire transportation or trackage rights over the trans-Siberian and the Russian Government roads from North Manchuria to the coast of the Baltic Sea." The Japanese Government at first tentatively accepted Mr. Harriman's proposals, but later declined them. Mr. Kennan believes that had Harriman's plans been successful, they would have resulted in the double tracking of the trans-Siberian Railroad, and in such further improvement in its carry-

ing capacity, that it would have been able to transport all the supplies and munitions so badly needed by the Russian armies in 1914-1916, and would thus have profoundly affected the progress of the present war.

G. H. B.

An Inquiry into the Nature of Peace and the Terms of its Perpetuation. By THORSTEIN VEBLEN. New York: Macmillan. 1917. 367 p.

Professor Veblen has written not a mere plea for peace, but a scholarly and very suggestive discussion of the nature of international peace and of the possibility of making it permanent. The first part of his work treats of the State and its relation to War and Peace, and of the nature and uses of patriotism. In presenting the conditions of a lasting peace, he contends that the patriotic spirit of modern peoples is the abiding source of conflict among nations; hence any calculus of the chances of peace will be a reckoning of forces which may be counted on to keep a patriotic nation in an unstable equilibrium of peace. The Great Powers, however, are of two contrasted kinds: those which may safely be counted on spontaneously to take the offensive and those which will fight only on provocation. To the former class belong Germany and Japan, whose Imperial ambitions are the prospective cause of future wars. Peace can be maintained in two ways: submission to their dominion or the elimination of these two Imperial Powers; there is no middle course. But the transformation of Germany and Japan into republics, with the hoped-for dying away of their excessively bellicose patriotism, will not be enough to establish lasting peace. Other important conditions are the elimination of the present international rivalry for colonies, dependencies and preferential advantage in overseas markets, and the modification of the existing competitive regime in business and industry within the capitalistic nations.

G. H. B.

Philippine Progress Prior to 1898. A source book of Philippine history, to supply a fairer view of Filipino participation and supplement the defective Spanish accounts. By AUSTIN CRAIG AND CONRADO BENITEZ. Manila: Philippine Education Co. 1916. Vol. I, 136 p; Vol. II, 552 p.

Professors Craig and Benitez, of the College of Liberal Arts of the University of the Philippines, have in part written, and